



Go Electric Fleet Charging Program – FAQs

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About the Program

1. How much funding is available and when will it run out?

The total program budget is \$9.81M and rebates will be offered until March 31, 2027 or until funds are fully expended.

2. Do I have to sign the West Coast Electric Fleets (WCEF) Pledge to participate in the Program?

No, you do not need to sign up for the WCEF Pledge to participate in the program. WCEF was an initiative to help fleet managers incorporate ZEVs. It is no longer active, but the [WCEF website](#) continues to share resources for fleet managers.

3. How many incentives can I apply for?

Eligible fleets can apply for each incentive stream within the maximum amounts prescribed in the Program Guide per stream. However, if a fleet receives rebates for L2 charging station installation they cannot apply for DCFC funding and vice versa.

To ensure an equitable distribution of funds, Fraser Basin Council and the Province reserve the right to limit the number of streams a fleet applies to.

Eligibility

4. Do I need an electric vehicle to apply?

Applicants must own or be in the process of purchasing an electric vehicle to be eligible for charging infrastructure support. The application requires proof of current ownership or a purchase order.

5. What charging stations are eligible?

The program administrator does not maintain a list of charging stations that are eligible for the program. The Program Guide outlines all the EV charging equipment requirements for Level 2 and DCFC chargers.

The [BC Hydro website](#) provides a list of Level 2 chargers available in the market that may be useful. These chargers are eligible for CleanBC's EV Charger Rebate program. Potential applicants should not consider this to be a list of eligible chargers for CleanBC's Fleet Charging program and should consult the Program guide for the full list of EV charging equipment requirements.

6. Are Tesla charging stations eligible?

Yes, Tesla L2 and Super Chargers (NACS connectors) are eligible for rebates for private fleet usage.

7. Can the rebate be stacked with other rebates?

Go Electric Fleet Charging (GEF) rebates cannot be stacked with other programs that also receive Provincial funding.

- It is not permitted to stack rebates with other fleet electrification rebate offers that receive Provincial funding, including BC Hydro EV fleet planning and infrastructure incentives. The only exception is that organizations who receive fleet planning and infrastructure incentives from BC Hydro can access these rebates along with charging infrastructure rebates from the Go Electric Fleet Charging Program.
- Applicants must disclose if they have applied for or received Zero Emission Vehicle Infrastructure Program (ZEVIP) funding from Natural Resources Canada or another ZEVIP delivery organization.
- Funding from other levels of government may be stacked providing that total funding shall not exceed seventy-five percent (75%) of total project costs. Funding limits for Indigenous organizations shall not exceed ninety percent (90%) of total project costs.
- Funding from private entities may be stacked providing that total funding does not exceed one-hundred percent (100%) of total project costs.
- The Province continues to reserve the right to not allow stacking with any particular program.

8. Can organizations that partner together be eligible for the program?

Joint or multi-party submissions will be considered on a case-by-case basis. We recommend that you contact our program administrator at fleets@pluginbc.ca to discuss your application.

9. My school district would like to electrify our fleet. Can we stack your rebates with the Government of Canada's Zero Emission Transit Fund?

Yes. Funding from other levels of government may be stacked providing that total funding shall not exceed seventy-five percent (75%) of total project costs. Funding limits for Indigenous organizations shall not exceed ninety percent (90%) of total project costs. See question 7 of this document or section 4 of the Program Guide for our full stacking policy.

10. Do I need to do a fleet and facility assessment before being eligible to apply for the Electrical Infrastructure (electrical work) and Charging Infrastructure installation rebates?

A ZEV Infrastructure assessment must be completed before applying for the Electrical Infrastructure (electrical work) rebates. Fleet Assessments are not required. Charging station rebates do not require a fleet or facility assessment to be eligible.

Technical Requirements

11. What constitutes a light-duty vehicle? What constitutes a medium- or heavy-duty vehicle?

Light-duty vehicles are vehicles that have a gross vehicle weight rating (GVWR) below **3,856kg**. This includes pick-up trucks such as the Ford F150 but not the F250 or F350. Medium- and heavy-duty vehicles are zero-emission vehicles with gross vehicle weights of **3,856kg** or more (Class 2b – Class 8).

12. Can I buy my charging station second-hand?

No, units must be purchased as new.

13. Can we include the cost of the pedestal to mount the charge?

Yes. The pedestal is included in the eligible costs of 50% up to \$2,000 per charger.

14. Can I use in-house electricians?

Yes, in-house staff can install chargers and you can be eligible for rebates as long as they are installed by a licensed electrical contractor. It is recommended that electricians take the [Electric Vehicle Infrastructure Training Program \(EVITP\)](#) designed to address the need for installation and maintenance of the EV charging infrastructure in the safest and most cost-effective manner.

Course subsidies are available to take the course if training is not covered by their organization or union.

15. Are the trenching, conduit, and cables from the panel to charging stations included in the total project costs for calculating electrical infrastructure eligible funding?

Yes, if the work is needed for EV charging, it is included.

16. How many charging stations (L2 and DCFC) can a fleet install and what is the maximum cap per fleet?

Eligible fleets can receive up to \$25,000 in rebates for L2 charging stations and no more than \$2,000 per station.

Eligible fleets can receive rebates for a maximum of 3 DC Fast charging stations per fiscal year. Higher rebate amounts for DCFCs with 100 kW or more of output are limited to medium- and heavy-duty fleets only. Applicants must provide proof of current ownership or purchase order to acquire MD or HD ZEVs to access rebates in tiers 3 and 4. Light-duty fleets are limited to 50% of project costs up to a maximum of \$50,000 per charger, even if charger output is over 100 kW.

If a fleet receives rebates for L2 charging station installation, they cannot apply for DCFC funding and vice versa.